SOME OF THE CABMEN WHO LOOK WITH SCORN AT A DOLLAR AND CABMEN IN OPEN DEFIANCE OF LAW

Refuse to Accept the Legal Rate of One Dollar an Hour to Drive Through the Park, and Fifteen of Them Attempt to Extort from \$2 to \$3 for the Trip.

License Supt. Reynolds Gives Explicit Rules for the Public, Showing Exactly What to Do When an Attempt Is Made to Overcharge - Offending Cabbies Summoned Before the Marshal.

"If you want to drive through Central Park at the rate of one dollar an hour, which is the legal fare, just get into the cab and tell the cabmar what you want. If he should say that it would cost \$2.50 or \$3, the extortionate rate agreed upon by the Park gate cabmen, refuse to pay it. If he declines to drive you by the hour call a policeman. If the police 1 refuses to help you take his number. Take the cabman's number. Send both to this office. We will do

"Pay no attention to the cabman's argument that one dollar an hour is the rate for shopping or calling only. It is not. A cabman is obliged to drive you anywhere at anytime you hail him at his stand at one dollar an hour. As . takes less than one hour to make the tour of Central Park you should pay no more than one dollar. Any higher charge is extortion, and the cabman who attempts to collect more should lose his license."-Statement of JAMES D. REY-NOLDS, Mayor's Secretary, who is in charge of the Bureau of

SAME RULE ALL OVER TOWN.

In addition to these instructions as to how to treat the hold-up cabmen who prey on persons visiting Central Park, Mr. Reynolds gives other clearout instructions as to extortion practised elsewhere in the city. Mr. Reynolds has drawn up some rules for the guidance of the public in this matter, but he says that it lies with the public to secure proper recognition of the law governing cab rates in New York.

"It will cause a citizen some inconvenience to prosecute one of these petty thieves," said Mr. Reynolds, "but the citizen must realize that it is only by a little sacrifice of time on his part that he can render a great

"There are many honest cabmen, but there are a lot of them who rob the public. The license squad at present has only two men in it, and in that way we are handicapped in looking for evidence against cabmen. The legal rates for cab hire must be kept posted in cabs. It is a vielation for a cabman not to have them posted in a public back. That one thing renders him liable to revocation of his license.

HERE'S THE SIMPLE PLAN.

"I would suggest that when a cab-driver, after having carried his fare a mile, refuses to accept the correct price, a policeman be called. There is one nearly always at hand, and the case should then be stated to the policeman. If he tells the cabman that he thinks the distance is only a mile, or that the fare's computation of the distance is correct, and the cabman still insists, then the thing to do is to pay the cabman. Take the number of the cab and the number of the policeman and send them both to this office with a complaint. If the charge against the cabman is true his license will be

"Should the policeman not care to attend to the matter when called there is a way to attend to him. My opinion is that any policeman will

"Should the cabman put in a claim at the time you engaged him to the effect that he had another engagement, that will not be accepted as an excuse, as the presumption is that when he dickered with you about the price of his cab he was disengaged and willing to carry you.

ALWAYS A WAY TO CONVICT.

"Respectable citizens are strangely loath to go to the police station, and the only way to avoid it is the one I suggest. If a policeman is not handy any citizen will do. Or if the person is being driven to a store a clerk from the store will do as a witness of the fact. There is nearly always a way to prove that you are being overcharged if you think of it, and once it is shown to the bureau that such is the case the license will be

"Personally I have had men out working on the cabmen at the piers I have found out one thing and will find out more. The practice at the piers is for one man at the head of the line to make a price and the others to stick to it. The bureau should have detailed to it several more men to search for violations and investigate complaints. In addition, it is really a part of the police work and should have a small fund to be used in

ALL THESE CABMEN ASKED ILLEGAL RATES.

To ascertain definitely if the cabmen who haunt the entrances to Central Park grossly overcharge their patrons, a test was made to-day. Fifteen cabmen were approached at the Plaza and at the Fifty-ninth street entrances, and this is what happened:

Cabman No. 676 offered his services for the drive through Central Park for \$2.

After a discussion he called his "boss," Dennis Martin, to his assistance and produced a card and pointed to the dologar-an-hour rate.

"We never drive in the park by the time schedule," he said. "One dollar an hour applies to shopping tours. It takes one hour and ten minutes to make the trip in the park, but it is steady driving, and I won't work my horse for less than \$3. You can't make a cabman take of the park of the park of the park of the park of \$3.

A Brilliant Policeman.

To ascertain definitely if the cabmen who haunt the entrances to Central was suggested, but it was no use.

No. 888 said: "I will take you in the park for \$2."

No. 888 said: "I will take you in the park for \$2."

No. 289 said he would be unable to make a living if he took fares at the rate of \$1 an hour. The schedule was not applicated to the solidation of the park in the park another. The distinction between the shopping distinction the park (a. 1873 and 818 were appealed to in vain. No cabman would take a lare in the park for \$1 an hour.

A Brilliant Policeman.

ing, and I won't work my horse for less than \$3. You can't make a cabman take

A Brilliant Policeman.

A Brilliant Policeman.

At Fifth avenue and Fifty-ninth street you for \$1 an hour; so that's all there is to it."

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At Fifth avenue and Fifty-ninth street you for \$1 an hour; so that's all there you for \$1 an hour; the park for the same standpoint, but offered his services for the trip for \$2. This, he claimed, was withing in the legal rate of \$1 per hour and \$1 for a fraction of an hour.

In front of the Piaza Hotel No. 885 argued for the \$5 fare. He came down to \$2, but refused to consider the \$1 an hour rate.

Here's One Excuse.

"We can't take the people driving in the park for the same rate as we take the cabman appear before the Mayor's Marshour rate.

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"We can't take the people driving in the park for the same rate as we take as we take the cabman appear before the Mayor's Marshour rate.

"No. 1603 started out by asking \$2.50 for the drive, and other proposition."

One possite the New York Athletic Club No. 1995 was halled. He made the most tree street and playa park, but if you want to take nhoter.

"The rate of \$1 an hour. These are the send the document to take a document to take and to the cabman appear before the Mayor's Marshour rate.

Northwestern Railroad, talked about the same rate as defined and the price and matrimeny. These are the send in the unitered:

"A young man is always in love. It's the always in love. It's the same rate as we take the cabma take and town the cabman take as we take the cabman appear before the Mayor's Marshour rate.

"We can't take the people driving in the park for the same rate as we take the cabman appear before the Mayor's Marshour rate."

Northwestern Railroad, talked about the same rate of the same rate of the street of the street of the same rate of the same rate and I can't with the park document is to the park for the same rate as we take the cabman take and town

The Union Regulates Them.

Cabman 832 said: "I belong to a smion, and the fixed rate is \$3, but you an always get the drive for \$2. We have to keep our horses in good condition, as well as our homsoms, and if

dition, as well as our hamsoms, and if we worked cheaper we couldn't live. Of course, there are bad fellows in this business, but that is no reason we good ones should suffer. The cabman who overcharged Mrs. Pierson will be discharged from the union and his license taken away. We don't try to beat people, only we can't take a fare at all an hour. That rate only applies to shopping districts. The park is a different matter."

Catmen Nos. 152 and 442, stationed in front of the Cornellus Vanderbilt residence, simply refused for consider any proposition of a dollar an hour rate.

"Three dollars for the drive," said one.

"I'll make it \$1.50 an hour," said the "I'll make it \$1.50 an hour," said the other.
At Eighth avenue and Fifty-inith street, Nos. 1035 and 32 pulled out their rate cards and refused to consider the \$1 an hour rate.

man has the right to go

By distance-

By time-

By distance-

than five miles an hour.

Each additional passenger, 50 cents.

baggage carried, 25 cents per piece.

to include owner or driver, or both.

HIGHEST FARES CABMEN MAY

CHARGE AS FIXED BY CITY.

Following are the regulations governing cabs in the city. They are

sent out by the Bureau of Licenses, and beyond them no public cab-

FARE FOR CABS.

For any stop over five minutes in a trip, for every fifteen

minutes or fraction thereof.....

For one hour or any part thereof......\$1.00

FARE FOR COACHES.

For one mile or any part thereof...... \$1.00

For one hour or any part thereof...... \$1.50

No hack shall be driven by the time rate at a pace less

Line balls, for one or two passengers, \$2 for the first mile or part thereof, and \$1 for each additional mile, or part thereof.

One piece of baggage, not to exceed 50 pounds in weight,

In all cases where the hiring of a hack is not specified in ad-

Any carriage kept for hire shall be deemed a public hack, and

Every licensed hackman shall have the right to demand payment of the legal fare in advance, and may refuse employment unless so prepaid, but no licensed hackman shall otherwise refuse

shall be carried on a hack without etxra charge. Additional

avnce to be by time it shall be deemed to be by distance, and for

any detention exceeding fifteen minutes the hackman may demand

a carriage intended to seat two persons inside shall be deemed a

cab, and a carriage intended to seat more than two persons inside

shall be deemed a coach, and the term hackman shall be deemed

or neglect to convey any orderly person or persons, upon request, anywhere in the city, unless previously engaged or unable so to do.

No licensed hackman shall carry any other person than the passenger first employing a hack without the consent of said passenger.

ADVISES EARLY MARRIAGE

"Delay, in the Hope of Finding One's Affinity,

CHICAGO, Ill., June 6.-Senator ficulties-concessions on the part of

additional compensation at the rate of \$1 per hour.

For any stop over five minutes in a trip, for every fifteen

or charge for one stop not over five minutes in a single trip.

FUND STARTED TO ERECT MONUMENT TO FIRE HERO.

"I WON'T DRIVE THROUGH THE PARK FOR "I AN HOUR CADMAN NO 832

Business Man Sends \$10 to The Evening World for a Shaft in Tribute to William McNally, Who Sacrificed His Life to Save Another.

concrete form looking to the erection of a monument to the memory of the late Fireman William McNally, who gave up his life in an effort to save originated among members of the de pariment and already has the sympathy and sanction of the foremen to whose attention it has been presented.

CABMAN RUFUSED TWO DOLLARS TO GO A MILE

This would have been McNally's first parade, for he was little more than a boy and had been in the department only a short time. To be a fireman, to save life, was the ambition of the youth, and die he was satisfied because the end had

The First Contributor. Coincident with the inauguration of

the movement in the Fire Department it appears that citizens have talked over the project. The following letter was received by The Evening World this afternoon from a downtown business man

McNally heard it. He did not wait for orders; he did not wait for his part-ner, who would have gone with him ordinarily; he went up the ladder like a man running upstairs—up, up to the fourth floor and to a window that was fairly helching flame.



the mind of McNally. He knew that a life was in danger, and he went in to save.

The fire that wiped out the existence of the brave youth occurred in the morning of Sunday, May 3. A fourstory brick tenement of the old style at First avenue and Fifteenth street was discovered in flames. The first company on the ground was Truck No. 3. to which McNally had been assigned in January at his own request, because it is one of the busiest in the city.

The fire was hot, but it was supposed that all the tenants were out of the building. All at once word went around that there was a man on the fourth floor. Some one had seen him at the window.

Waited for No Orders.

McNally is clothes were burned off; his hair was burned off, his flesh was cooked. McEvoy picked him up and got him out on the ladder and the other flremen carried both to the street. The injured firemen were taken to Bellevue, where McNally ded on May 5. Mayor Low called at the hospitul to see him and shake his hand the day after the fire. The whole city hoped for his recovery, but his burns were too severe. In fact, a men not so strong and resolute would have succumbed to them at once. The last words of the brave fellow were:

"I'm going, Good-by, mother."

McEvoy, although badly burned, was able to go home. Henry McWilliams, the man on the fourth floor, was alive when finally rescued, but died in the ambulance on the way to Believue.

The Evening World will receive contributions from those desiring to help.

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CABMEN WHO LOOK WITH SCORN AT A BOLLAR AND A CITY OFFICAL WHO IS TRYING TO MAKE THEM OBEY THE LAW. BLOCKADES TIE HICH HONORS FOR UP BIC BRIDGE THE FIRE HEROES

Traffic and Thousands of People Lose a Part of Their Half Holiday.

Burned Out, Causing Further Touble and Annoyance.

rossing the Brooklyn Bridge shortly of fourteen firemen to-day by Mayor after noon to-day tied up traffic for of people to lose a portion of their half is a hero when the opportunity pre oliday through being compelled to sents itself and where personal danger

The first accident occurred about 400 saved, stood before an admiring throng eet east of the Manhattan depot, when while their comrades smiled and passes a Brooklyn-bound trolley car blew out in review at the annual parade. its fuse and the car stopped. Cars gathered behind it and they were quickly street and Fifth avenue were the mem-jammed with people eager to reach their bers of the official family of the Mayor. homes. A rush was made for the bridge distinguished citizens and members

nearly opposite where the surface car lost its fuse, and the bridge cars Meanwhile the trolley cars had become blocked and the line of cars extended across the bridge, up Washington street to Borough Hall and up Fulton street into the shopping district, a distance of nearly two miles from the point where the blockade began.

Only One Ticket Agent.

Only One Ticket Agent.

An immense crowd of people bound for Manhattan on the surface cars, unaware of the trouble on the Bridge railroad, sought the latter means of reaching this side of the span. The Brooklyn terminal was crowded, and a line of several hundred people formed to buy railroad tickets. As usual, the company had only one ticket agent on the scene, and many people refused to stand in line, but walked past the gateman, dropping their money in the ticket boxes as they passed.

For some time after the trains began to gather on the bridge railroad the guards refused to let any one off. Finally the passengers became so angry over the delay that they began climbing through the windows and jumping to the roadway, at the imminent risk of dropping into the river or being ground under the wheels of the troileys, which had by this time begun to move slowly. Workmen had been busy inserting a new fuse in the motor of the car which met with the first mishap, and the blockade began to lift about 1 o'clock.

Affairs Straightened Out.

The process of loading and sending cars across the structure was so slow that the cars were not running on schedule time for another half hour.

The fire among the feed wires on the bridge railroad was extinguished shortly after it was discovered, but it took some time to repair the wires sumiclently so that the road could be operated again.

FED BURGLAR,

Bicycle Policeman Off Duty Awoke in His Home to Find a Thieving Intruder Looking for Valuables There.

Bicycle Policeman Eugene O'Sullivan caught a burglar in his bedroom, forcei him to confess his identity, treated him to confess his identity, treated him to a square meal and then locked him up. He had him in Yorkville Court to-day. The burglar is Harry Howard, twenty-nine years old, of No. 143 East Thirty-third street. him to confess his identity, treated him Thirty-third street.

New York Fire Department takes place to-day and while medals are being presented to the herces of the department a monument to McNally would be a fitting recognition of his services.

J. J."

Readily Gave His Life.

McNally's sacrifice stands out in the long series of brilliant deeds that have made the firement the idolg of the people of New York. The pittful part of it is that the gave his life needlessly, for the man he tried to save was beyond help. But no consideration of this entered the mind of McNally. He knew that a life was in danger, and he went in to save.

Burns That Were Mortal.

McNally's clothes were burned off, his flesh was cooked. McEvoy picked him up and morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story brick tenement of the old style at the morning of Sunday, May 3. A four-story

Two Accidents Disarrange the Medals Presented to Men Who Rendered Gallant Service in the Performance of Duty at the Great Parade To-Day.

TROLLEY FUSE BLOWS OUT. MARCH UP FIFTH AVENUE.

These men, marked for distinct is not considered when life is to be

the families of the men justly hono for their bravery.

The fourteen medal men led the mare from the start to the point where they were led into line and decorated by the Mayor and then stood and reviewed their comrades as they marched past.

A company consisting of all the firemen who hold medals awarded in for-mer years followed, and there were twenty-five engine and hook and ladder companies of Manhattan in line. Ten

Medal Winners for 1901.

RICHARD NITSCH, of Engine Company No. 35, wins the Bennett medal. At a fire at No. 402 East Eighteenth street, on Jan. 29, 1901, he learned that a woman, a Mrs. G. Le Piemme, was in the burning building. He ran up the stairs and groped through the dense was the smoke that he dragged the woman across the floor and down the stairs. She was severely burned and had to be taken to the hospital.

VICTORY A. COAKLEY, of Engine Company No. 35, who receives the Bosner medal for 1901, was on regular leave of absence when he earned the reward. On June 10 he discovered a fire, and, after turning in an alarm, returned to the burning building. The fire was at No. 67 Oliver street. It was confined to the second floor, and when Coakley burst open the door to the apartment the flames shot out into the hallway. On his hands and knees he searched the rooms until he found Philip Martini, a six-year-old boy, and carried him to the street at great risk to his life.

CHARLES F. CLUNE, of Hook and Ladder Company No. 18, is the winner of the Trenor-Warren medal. Clume risked his life at an early morning fire in the six-story tenement at No. 97 Norfolk street, on March 30, 1901. In this fire three lives were lost and two persons were severely injured. The cry of fire created a wild panic among the thirteen families in the house. Clume was one of the firemen to climb the fire-escapes. At the fourth floor, he found a Mrs. Salsbury, who was paralyzed with fear. Through the fiames and smoke Clume carried the woman safely to the street. JOSEPH J. MOONEY, of Hook and Ladder Company No. 14, receives the Strong medal for rescuing Oscar Hunter, his wife and two children from hurning.

"To the Editor of The Evening World:
"Will, you kindly place inclosed \$10 toward a fund for the erection of a monument in memory of the late Fireman William McNally, who lost his life recently while in the performance of his duty.

"The annual review and parade of the New York Fire Department takes place to-day and while medals are being presented to the heroes of the department a monument to McNally would be a fitting recognition of his services.

"The annument to McNally would be a fitting recognition of his services.

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"The annument to McNally would be a fitting recognition of his services.

"The mean time other firemen had long series of brilliant deeds that have made the firement, the lead on the ladder. He may made the firement, the idea of the record of the mean time other firemen had long series of brilliant deeds that have made the firement, the lead on the ladder. He may made the firement, the idea of the record of the mean time other firemen had long series of brilliant deeds that have made to the firement, the lead on the ladder. He may have the firement the idea of the record of the mean time other firemen had long the record of the the mean time other firemen had long the record of the mean time other firemen had long the record of the the mean time other firemen had long the record of the the mean time other firemen had long the record of the the mean time other firemen had long the record of the the mean time other firemen had long the record of the the mean time other firemen had long the record of the the firement had done time for brighter to had not the lead on the ladder. He may have the firement had done time for brighter to had turned in for a nap, telling his mother to wake him for supper in an hour. He awoke before that to his home. No. 235 Mean hour. He awoke before that to his hour. He awoke before that to his hour. O'Sullivan ment to his home. No. 235 Mean hour. He awoke before that to his hour. The looking for to safety.

JOHN M'GOUGH, of Engine Company

CHOATE-OLIVER WEDDING.

CHOATE-OLIVER WEDDING.

Ambassador Made Hurried Trip
from London to Be Present.

ALBANY, June 6.—Joseph Choate, jr., and Miss Cora Oliver were united in marriage at St. Peter's Episcopal
Church, this city, at noon to-day.

Brooklyn Medal Winners.

Chauncey M. Depew, during me and the chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to attend the annual meeting of the directors of the Chicago to a window that we may he authorized to take the matter of a monument to William Morthwestern Railroad, talked about the presentation of the property of a monument to William Morthwestern Railroad, talked about the presentation of the property of the commission of the property of the condition is the sufficient the commission of the property of the commission of the property of the commission of the property of the property of the commission of the property of the present to be the presentation of the property of the presentation of the property of the presentation of the presen